

# A BRAKEMAN'S FATAL ERROR.

## WORLD'S FAIR TRAIN WRECKED.

ELEVEN PERSONS KILLED AND A SCORE MORE BADLY INJURED.

### A DISASTER ON THE WARASH ROAD.

CROWDED PASSENGER CARS DASH THROUGH AN OPEN SWITCH UPON A FREIGHT TRAIN STANDING ON A SIDING—THE UNACCOUNTABLE ACT OF A BRAKEMAN—NAMES OF THE VICTIMS.

Kingsbury, Ind., Sept. 22.—Eleven persons lost their lives in a collision between a freight train and the Toronto and Montreal express on the Warash Railroad at this station at 5:30 o'clock this morning. A score of others are injured, many of whom will die. The freight was on a siding west of the depot, and was bound east. The first section of the express train passed by on the main track at 5:25 a. m. It is said that the brakeman supposed that the freight train would now move, and ran back and opened the switch. Before the cars had begun to move, the second section of the fast express, crowded with World's Fair travelers, came west at the rate of fifty-five miles an hour, and before the brakeman could turn the switch dashed into the side track and struck the freight train. The wreck is complete. The list of dead and injured follows:

**DEAD.**  
KINGSBURY, Charles, of San Francisco.  
COLLIER, J. G., of Detroit, conductor of passenger train.  
FRENCH, Harry, of London, England.  
GREEN, John, of Ashley, Ind.; engineer of the passenger train.  
LYON, W. N., of Detroit; baggage-master of passenger train.  
RICHMOND, J., of Hyde Park, Mass.; a butcher.  
READ, Miss Alice H., of East Boston, Mass.  
RYDER, Warren G., of Phoenix, Ariz.  
ROUNDELL, James D., of La Salle, Marshall County, Iowa.  
TUCKER, Mrs. E. W., of Newell, Wyo.  
WELLS, W. G., of Berlin, Germany.

**INJURED.**  
ADAMS, William, aged fourteen years, of London, England; member of the company of Orphan Beneficence; both legs broken; injured internally; will die.  
BARRIE, John, of Ashley, Ind.; baggage-master of passenger train; severely injured; recovery doubtful.  
BURKANK, Mrs. E. W., aged sixty years, of New Orleans; arms and one leg broken; jawbone fractured; will die.  
CANFIELD, Swain, of Newell, Wyo.; bruised about head and shoulder dislocated.  
CANFIELD, Mrs. L., of Newell, Wyo.; left arm broken; shoulder dislocated and head badly cut.  
DOLBER, Mrs., of No. 456 Greenwich, Brooklyn; leg fractured; cut about the head.  
DOW, Frank E., of Fairview, Wash.; face cut and hip dislocated.  
ASKINS, W. J., fourteen years old, residence unknown; compound fracture of left leg; left shoulder broken; recovery doubtful.  
HILL, Miss Anna, of Somersworth, N. H.; slight bruises.  
HILL, Miss Olive, of Somersworth, N. H.; injured internally; head cut.  
RODGER, S. G., of Andover, N. H.; teeth knocked out; arm fractured and leg bruised.  
BUTCHINS, Miss Katie, of Phoenix, Ariz.; bruised about head and injured internally; recovery doubtful.  
KELLEY, Miss M. A., of Brookline, Mass.; severe scalp wounds.  
MORTON, Albert, aged twelve years, of London, England; arm and two deep scalp wounds.  
RODGER, S. G., of Andover, N. H.; teeth knocked out; arm fractured and leg bruised.  
RUSH, Edward, thirteen years old, of London Charity School; bruised about head; recovery doubtful.  
RYDER, Warren G., of Phoenix, Ariz.; head cut and leg bruised; not serious.  
SEAWY, Mrs. S. A., of Somersworth, N. H.; head cut and leg bruised.  
VOLKING, H. J., of Somersworth, N. H.; head cut and leg bruised; not serious.  
WHITMAN, William, of Somersworth, N. H.; right arm fractured and leg bruised; recovery doubtful.  
WOOLLEY, James G., of London, England; head cut and leg bruised.

It was the worst wreck the Warash road has ever had. To add to the horrors of the terrible collision, the boiler of the passenger engine broke up, scattering human bodies and car wreckage in all directions. The Toronto and Montreal express was due in Chicago at 7:15 this morning, and does not stop at this station. The freight train lay here on a side track to allow the express to pass. Ten minutes later the accident had occurred. The passenger engine and the freight locomotive, after the collision, lay jammed together, their boilers meeting end to end. The force of the collision drove the freight engine back against the box cars, completely demolishing the first three. The passenger engine was partly stopped by the collision, and the baggage car and smoker, day coach and one sleeper were telescoped. The rest of the coaches piled up on top of each other in a tangled mass of wood and iron, and the passengers, who were nearly all asleep, awoke to meet an awful death, serious injuries, or witness the indescribable suffering of their less fortunate companions. Steam escaped, scalding the injured who were unable to crawl to a place of safety.

The Masonic Hall was turned into a morgue and drays and farmers' wagons were kept busy for two hours hauling the dead and wounded to the village, a mile distant from the depot, where medical help and nurses were summoned.

There were two sleepers on the train, the Marion and the Kansas City. The former escaped injury, but the front half of the Kansas City was converted into kindling wood by the day coach which smashed into it. Two bodies were taken from the sleeper, those of Harry French, England, and Charles Barbee, of San Francisco.

The smoking car was twisted into a heap of splinters, and few of the passengers escaped death or injury. The day coach which followed was also entirely wrecked by being hurled against the sleeper Kansas City.

Division Superintendent Gould admitted that the freight brakeman, Herbert Thompson, was to blame for the accident. He turned the switch in the face of the express, and let it go of the siding track, where the freight train was standing. "How he could make such a mistake," said Mr. Gould, "I cannot understand. The first section had got by all right; then he ran back to the switch, and in spite of the fact that the other section was in sight, he opened the switch for the purpose of letting the freight train come, and as the freight engine was but a short distance from the switch rails, there was no time to stop. The brakeman was a trusted man and of more than average intelligence. He is not in custody, but will be on land at the inquest."

Conductor Parks was in charge of the freight train, and was in the caboose. He was not harmed. The engineer of the passenger train, John Greene, met an awful death. He had no time to jump, and was thrown from his cab forward, clear over the freight engine, a distance of several car lengths. His conductor, James Coulter, was taken from beneath the wrecked smoker car; his spine was broken. He died as he was taken into the depot. James R. Wooley and Harry Aaron, with a company of boys from Dr. Barnardo's Orphanage, in London, England, were on the train, bound for Chicago. The boys were badly injured. One of them, William Adams, lies unconscious in the station, and cannot recover. Mr. Wooley is also badly hurt.

Physicians and surgeons arrived on the ground from all directions in response to the railway officials' summons. At 1 o'clock a special train came in from Peru and carried fifteen of the injured persons to Chicago.

Tramway Division was on the first section that passed Kingsbury in safety. "It was all due to Thompson's blunder," said he. "I noticed that the first section signalled the waiting freight train that there was another train coming, and it was answered 'yes' by the freight engineer, showing the signal was understood, and yet Thompson, whom I haven't seen yet, opened the switch. It was an awful blunder. This is the first life lost on this division of the Warash in six years."

Boston, Sept. 22.—Edward Robbins, of East Boston, received a dispatch this morning from his brother, J. Robbins, saying that he and his wife,

who were on the wrecked Warash train, are uninjured, but that Miss Read and Miss Tucker, school teachers of East Boston, were killed. Miss A. Lee, of Boston, Judge Read, of Brooklyn, Miss Nellie B. Tucker, was a sister of Sheriff Tucker, of Newton. She lived in Somerville. Sheriff Tucker was in attendance at the Trifolium murder trial, as counsel for the defense. The freight train, which was another victim of the wreck, thirty-five years of age, was a provision dealer at Hyde Park, and was chairman of the Democratic Town Committee.

It was a man at the head of the moving brakeman. After the freight train had backed to its siding to await the passing of the express, the movements were not observed by any of the crew. When, however, Engineer Whitman had succeeded in extricating himself from the wreck of the new car, into which he had been driven by the force of the collision, he found Thompson standing on the track as pale as a ghost and trembling.

### FIGHTING IN THE ARGENTINE.

#### THE TUCUMAN INSURGENTS INVADING AN ADJACENT PROVINCE.

##### DESTROYING TELEGRAPH AND RAILWAY LINES IN AN EFFORT TO IMPEDING GENERAL PELLEGRINI'S PROGRESS—THE NATIONAL GUARD MOBILIZING.

Buenos Ayres, Sept. 22.—The Tucuman insurgents are invading the adjacent province of Santiago del Estero, and are attacking the Government troops whenever opportunity offers. The Premier has ordered the Government of Santiago del Estero and Tucuman to fight for every inch of ground, and to hold out at any cost until the arrival of General Pellegrini. The telegraph lines and railways have been partly destroyed between Santa Fe and Tucuman. The National Guard is mobilizing throughout the country, and marching troops may be seen on all the highways.

Yesterday the revolutionists in the Province of Tucuman tore up the railway tracks in order to prevent the troops under General Pellegrini from reaching the scene of the trouble.

The "Diario" (newspaper) of this city has been compelled by the Government to suspend publication for infringing the rules of the press censors.

### MARTIAL LAW AT BRUNSWICK.

#### THE CITY SUFFERING FROM ROBBERY AS WELL AS PESTILENCE.

##### CITIZENS ARM THEMSELVES IN SELF-DEFENCE—THREE MORE CASES OF FEVER REPORTED—FOUNDED AN INFAMOUS CHARGE DENOUNCED.

Brunswick, Ga., Sept. 22.—There are three new cases of yellow fever of a mild character. One case was discharged. There are now nineteen cases of fever under treatment and three will be discharged to-morrow if a change for the worse does not appear.

Brunswick has had martial law forced upon her by the inability of the Council to obtain a quorum and the demoralization of the regular police force, and the demoralization of the regular police force, and the demoralization of the regular police force.

At the meeting of the Board of Health and the Relief Association, Colonel Goodyear moved that both bodies go into joint session to consider a matter of mutual importance. Today we learn that the Georgia Goodyear said:

"On yesterday we had occasion to denounce an untrue statement made by Mr. Egan, correspondent of 'The Savannah Evening Press,' that the sanitary conditions here pointed out by the State Board of Health, and that we learn that in the issue of that paper on the 20th inst. appeared a statement which demands immediate action." The obnoxious statement was that a certain member of the Relief Convalescing Committee had offered to make an infamous exchange for food certificates. It was headed by 'The Savannah Evening Press' and signed by 'A Friend of the Cause.'

Mr. Egan was asked if he was the correspondent and if he telegraphed this statement. He said he was the correspondent and telegraphed this statement. When asked which of the five canvassers the charges referred to, he replied that he could not give the name now, but would do so later with his proofs.

Jacob E. Dart jumped to his feet and denounced Egan in the most energetic manner. Colonel Goodyear followed Mr. Dart. He was calm and collected, but his arraignment was not less forcible, though in a more quiet manner. The members of the Relief Association in the streets to-night is intense. A crowd of men met and agreed to give Egan a chance to clear himself, or else deal with him in summary manner. Chief of Police Beach to-night says that Egan has applied to him for protection, and was assured that he should have it.

### LAWLESSNESS IN OKLAHOMA.

#### THREE MEN KILLED IN A FIGHT OVER A LAND CLAIM—SOLDIERS LYNCH A MAN.

Hennessy, Oklahoma, Sept. 22.—James A. Liddle, one of the most prominent business men of this place, last night received a telegram from Waukomis stating that his brother, father and nephew were killed in a fight over a claim near there. Eight men were on one claim, and the younger Liddle was struck with an axe by a man named Williams, of Texas. Father and son then jumped to his rescue, and Williams shot and killed them both. He then drew his knife and plunged it into the heart of the boy. A posse left here last night to make a search for Williams. He is caught he will be burned at the stake. The people are wild with excitement, as several people have been killed, robbed and have mysteriously disappeared since the Liddle was thrown open for the world.

### ORDER RESTORED IN ROANOKE.

#### NO FURTHER OUTBREAKS, THOUGH A STRONG FEELING AGAINST THE AUTHORITIES STILL EXISTS.

Roanoke, Va., Sept. 22.—The intense excitement over the occurrences of the last three days has subsided and the city is now in a quiet state. The Acting Mayor, R. A. Buckner, has entire control of the city and the department of the city government, and the officers perform their duties without any attempt at intimidation. The last of the victims of the bloody affair of Wednesday night has been buried, and the wounded, with the exception of two, are doing well and will recover. The coroner is making a thorough investigation of the riot. It will probably remain in session for a number of days. There is still a strong feeling against the authorities, but no demonstrations are being made.

### WANTS A ROAD'S CHARTER REVOKED.

#### AN INDIANA COUNTY PROSECUTOR'S NOVEL PLAN TO PUNISH A RAILWAY COMPANY.

Indianapolis, Sept. 22 (Special).—During the summer Sunday picnic excursions from Cincinnati made the life of the Dearborn County farmer a burden, and prize-fight excursions, by the help of railroads, are common. The Prosecuting Attorney of Dearborn County is making a bold move to stop the nuisance by filing a petition for the State of Indiana, praying for a forfeiture of the Ohio and Indiana Railway Company's charter. This action is to punish the railway company for the aid given to the persons who took part in the prize-fight held the other night in the Lawrenceburg Fair Building. The complaint of the Prosecutor charges the railway with conspiracy to bring a trainload of persons to Lawrenceburg to commit a felony. It further charges that the company ran a train to Lawrenceburg with a band of prize-fighters, and that the persons on the train committed a felony by betting on a prize-fight; that after two members of the crowd, assisted by the employees of the road and officers of the State, were taken into custody, the company refused to furnish the law mentioned above content that under the Interstate Commerce law they have a right to sell oleomargarine in this State in "original packages."

# EIGHTY LIVES WERE LOST.

## A HAYTIAN WARSHIP SUNK.

STARTLING STORY BROUGHT IN BY THE PRINCE WILLEM I.

### ONLY ONE MAN WAS SAVED OF ALL ON BOARD.

THE ALEXANDRE PETION, A NEW VESSEL OF HAYTIAN NAVY—NO EXPLANATION OF THE DISASTER.

The Dutch steamer Prince Willem I, Captain Sorgraber, which arrived here yesterday afternoon, brings the news of a mysterious shipwreck by which eighty persons lost their lives. All the passengers, and all the crew with their vessel, a Haytian warship went with their vessel to the bottom of the ocean, and the only survivor suffered so much from terror and exposure that he has been unable to give any reasonable account of the loss of the ship.

### EX-MINISTER DURHAM TELLS THE STORY.

The story is told by J. S. Durham, ex-United States Minister to Hayti, who was a passenger on the Prince Willem I. The warship was the Alexandre Petion, an iron screw steamer, which left Port au Prince on September 3, bound for San Domingo. She had on board a number of Haytian diplomats of high rank, who were on their way to negotiate a special treaty with the republic of San Domingo. Among them were General Molini, special envoy to San Domingo; Mr. Cohen, formerly minister from Hayti to Mexico; Monsieur de Jean, ex-Consul-General from Hayti to France, and a number of other almost equally well-known Haytians.

### SHE WENT DOWN LIKE A STONE.

For two days all went smoothly on board and no one dreamed of danger. Then suddenly, on September 6, when off Cape Tiburon, the vessel sank like a stone. Why or how, no one knows. One sailor, an uneducated man, who is said to have been on the lookout station at the time, was thrown over the side of the ship, and managed to keep himself afloat. Two oars, which had been lying in one of the ship's boats, also floated, and these the sailor secured, and used in an effort to paddle toward the shore. After he had floated for a day and a half, exposed to the burning sun, and without food or drink, he was picked up by a passing vessel and carried to Port au Prince. His mind, probably never very strong, had been so weakened by his terrible experience that he could give no explanation of the disaster.

There was no storm, no shock of collision, that he knows of, no explosion or fire.

The Alexandre Petion simply plunged bow first beneath the water, carrying with her all on board, except this one sailor. His name is not known, but his uniform showed to what ship he belonged. He has been transferred to another of the Haytian warships.

No sign of the sunken vessel can be found. She was a new boat, recently brought out from France, where she was built. Her cost was \$250,000.

### RELIEF THAT SHE STRUCK A WRECK.

Theories about her are plentiful, but none of them have any foundation. Judging from the sailor's story, she must either have been scuttled or have capsized. But little reliance is placed on the sailor, and the general belief is that the warship struck a floating wreck or submerged rock, stove in her bows, and sank like a stone.

No news of the loss of the Petion had previously reached New-York. There is no cable from Hayti, and no steamer leaving there since September 14, the day on which the vessel was reported to have left. The Haytian Consul, Johannes Haustadt, of No. 32 Livingston-st., Brooklyn, has received no advice on the subject.

### LOOK OVER THE LOSS OF THE ALVO.

Mr. Durham further says that the loss of the Atlas Line steamship Alvo has caused great gloom in Port au Prince, as nearly all on board her were well known there. One of the passengers, Edmund Gatti, was on his way to Hayti to marry a Miss Gerin, the daughter of an ex-French Minister to Paraguay. The young woman is utterly prostrated with grief.

Other passengers on the Prince Willem I were Count Lauriers Villars, the French Minister to Hayti, and the Marquis d'Orléans de Pothuau, attaché of the Legation, who are returning home.

### A LITTLE BOY KILLED BY THE TROLLEY.

#### "GOOD-BY, PAPA" WERE THE CHILD'S LAST WORDS—HE DIED ALMOST INSTANTLY.

The trolley scored another victim last evening at Flatbush. Irving Bogart, the ten-year-old son of Peter Bogart, a well-known citizen of that place, was almost instantly killed. The child jumped on a horse car in front of a trolley car in Flatbush-ave. He was put off and jumped to the opposite track in front of trolley car No. 122. He was knocked down by the car, the wheels passing over his body. The boy was carried to the sidewalk, where he died in the presence of a great crowd of people. His parents were with him dying breath in time to hear the boy say: "Good-by, papa." The parents fainted. The man and the conductor were arrested and released on bail.

### THROWN FROM A CAR AND BADLY HURT.

A young woman, richly dressed and wearing expensive jewelry, was either thrown out of or fell from a hansom cab last night, in front of the building in Twenty-second-st., near Fourth-ave, occupied by the Society for the Prevention of Cruelty to Animals. The carriage was being driven rapidly through the street about 8 o'clock, when several of the society's agents saw the woman fall on the cobble. The driver stopped and helped to carry her into the house. An ambulance was summoned from the New-York Hospital, and found that the woman's collar bone was broken.

She gave several names. One was Ray Shea, of either No. 15 or No. 34 East Fifteenth-st. Though wandering in her statements, she referred to a man who was acting as a driver, and once said that she was a member of the Night Owls Company. Two hours after her arrival at the hospital it was said that she was in a serious condition.

### THE COMPANY BLAMED FOR THE DISASTER.

Boston, Sept. 22.—The railroad commissioners to-night made public their finding in the case of the recent bridge disaster at Chester, on the Boston and Albany Railroad. They find that the immediate responsibility for the disaster rests upon Daniel Belville, the foreman who had the charge and direction of the work, and who on the day of the disaster allowed the work to be done by an inexperienced man, and the bridge to be left in an utterly unsafe condition, and heedlessly neglected to warn the coming train. They also find the original responsibility rests with the railroad company for failing to provide a competent supervisor or inspector to see that the bridge was at all times, during the progress of the work, in a safe condition for the passage of trains.

### TO STOP THE SALE OF OLEOMARGARINE HERE.

Albany, N. Y., Sept. 22.—The State Commissioner of Agriculture was in consultation to-day with his deputy, B. F. Van Valkenburg, of the metropolitan district, comprising the counties of New-York, Queens and Kings, considering the prosecutions to be taken by him against Armour & Co., of Chicago, and the Oakdale Manufacturing Company, of Rhode Island, for selling oleomargarine in this State in violation of law.

Commissioner Schraub said to-night he was well satisfied that the law of this State which prohibits the sale of oleomargarine and the adulteration of dairy products is valid. He continued: "This law has been sustained by the Court of Appeals, and I have no doubt that the United States Supreme Court will sustain it. It is clearly within the police powers of the State, the prohibited product being made and sold in fraudulent imitation and semblance of dairy butter. The two violators of the law mentioned above contend that under the Interstate Commerce law they have a right to sell oleomargarine in this State in 'original packages.'"

# SHE FLED ON A SLOW TRAIN.

## MRS. WIMMER OVERTAKEN AT ROCHESTER.

A MOST IMPORTANT WITNESS AGAINST DR. MEYER, THE ALLEGED POISONER—SHE IS LOCKED UP NOW.

Mrs. Jacob Wimmer, alias Mrs. Carl Muller, who was brought to this city from Chicago to testify in the case of Dr. Henry Meyer and his wife, the alleged poisoners, was until Thursday boarding in Brooklyn, awaiting the trial of the Meyers. To-day she is in the House of Detention. Change in abode was brought about by her longing to go to see the World's Fair. She got only as far as Rochester, however, before she was captured by Detective Trainer and brought back to the city.

When she was brought to New-York two months ago District-Attorney Nicol allowed her to board in Brooklyn at the county's expense. On Thursday at 8 a. m. she took a West Shore train for the World's Fair City. Mr. Nicol soon received a telegram from the woman who kept the house where Mrs. Wimmer boarded, saying that the bird had flown.

A bench warrant was immediately secured from Judge Fitzgerald, and Inspector McLaughlin detailed Detective Trainer to go after the woman. The New-York Central train which he took reached Rochester half an hour before that of the West Shore road, and Mrs. Wimmer was arrested at the station. She was brought back to the city yesterday afternoon.

Mrs. Wimmer was formerly a servant in the house of Dr. Meyer. Dr. Meyer insured her life. It is said, was poisoning her. An accomplice of Dr. Meyer was Jacob Wimmer, who fell in love with the girl. He took her away and married her. The husband is in the House of Detention.

### MAYOR BOODY INJURED.

#### HE AND COMMISSIONER BROWER THROWN FROM A CARRIAGE.

##### THE WAGON IS OVERTURNED AND THE HORSE DASHES AWAY—NARROW ESCAPE OF THE TWO MEN.

Mayor Boody and Park Commissioner George V. Brower, of Brooklyn, narrowly escaped serious injury yesterday afternoon by being thrown from a light wagon while on a tour of inspection of the public parks in the Eastern District. Both men were painfully hurt, although their injuries are in no way serious. They were taken to their homes in a coach after refusing the attendance of a physician.

The Mayor and Commissioner Brower left the City Hall about 2 o'clock for a tour of inspection of the parks. They occupied a light carriage which was drawn by a spirited horse. On their way home, in Union-ave., a brewer's wagon came rattling along. Neither the Mayor nor Commissioner Brower paid any attention to the approaching wagon, but continued their conversation. When the brewer's wagon came up behind the Mayor's vehicle the driver turned out to the right. As he did so the hind wheel of the wagon locked with the hind wheel of the carriage, overturning it. The Mayor was thrown heavily to the pavement while Commissioner Brower still remained in the carriage and held tightly to the reins. The horse became frightened and dashed along the street. A number of people rushed to assist the Mayor to his feet, and others hurried after the horse. Frank Doyle, a nephew of ex-Governor Phelps Doyle, and Edgar Salsburg, caught the horse, and brought it to a stop. In the mean time, had let go the reins and had been thrown to the street.

Both Mayor Boody and Commissioner Brower were assisted to the undertaking establishment of John Parker, North First-st. and Union-ave., where they were made as comfortable as possible. They were covered with mud.

When the Mayor had recovered from the shock it was found that he had sustained a severe injury to his right knee-cap, while Commissioner Brower's right arm and side were severely bruised.

It was reported at first that the Mayor had been killed, and there was great excitement among the police. They hurried to the undertaking establishment and there learned that the report was untrue.

### ANARCHIST GIBES RESENTED.

#### ORTHODOX HEBREWS HURL STONES AT THE SCOFFERS.

##### COMING FROM THEIR SYNAGOGUE, THEY ARE INCITED TO ATTACK THE MEN WHO DESECRATED YOM KIPPUR—A POLICE-MAN BEATEN.

The series of more or less sanguinary engagements between the orthodox Hebrews and the Anarchists who desecrate their religious observances, reached a culmination last night. For nearly two hours a crowd of several hundred Hebrews surrounded the headquarters, at No. 11 Pike-st., of the Anarchist population, the "Free Arbitrator," and with shouts, hoots, groans and a heavy shower of stones retaliated on the apostates who had reviled them. The roof of the building which regarded a whole district is hard to find, but the true story seems to be in this wise: At the end of the regular services last night in the little synagogue adjoining the Anarchists' rooms, while the congregation was pouring out, a man, believed to be the cantor of the synagogue, raised his hand for silence and said: "Brothers and sisters, these renegades and traitors," pointing to the Anarchists seated at the windows of their house, "have reviled our religion and broken into the house of God on that day of all others most sacred to us. Reply to them!"

Instantly the crowd sent a shower of stones into the Anarchists' rooms, each stone weighted with a curse. The Anarchists aimed back with beautiful precision and force.

At this juncture Policeman Sheehan ran up. He saw the return volley from the Anarchists. So he grabbed the first man he saw, Carl Feldman. With all the skill of an old crook, Feldman twisted like an eel and ran off, leaving his coat as the light form of a circle of murderous faces. A voice cried "Lynch him!"

Fighting like a fiend, he was borne against the wall, where he stood hitting out right and left in a crowd forty strong. But help was at hand. From the Madison-st. station Roundman Master-son, fifteen patrolmen and two detectives came running up, just in time to drag out Sheehan, now down on the ground with the mob beating him on the head and face. Arthur Press and Bernard Pechman, Anarchists by profession, were arrested, while other policemen cleared away the crowd. Feldman was also found. On Press was found a revolver, loaded in every chamber.

### A VICTIM OF THE BROADWAY CABLE.

#### TRYING TO CROSS THE TRACK, A LITTLE BOY IS CAUGHT AND CRUSHED TO DEATH UNDER THE FENDER—IT WAS HIS OWN FAULT.

To his own carelessness little six-year-old James Burns owes the accident which cost him his life. Once again the Broadway cable car has a victim. The lad was returning from school just after 5:30 yesterday afternoon and reached the junction of Thirteenth-st. and Broadway just as two cars, one on the approach side and the other on the downtown track, approached each other. The space between the two cars was so narrow that the boys were forced to stand on the sidewalk and darted off the sidewalk to cross the road. Both gripmen shouted a warning, but he never heeded it. In a flash he had cleared the uptown track, but as he reached the downtown side and saw the second giant within a yard of him, he faltered, stopped and the next moment lay under the fender. For ten yards the writhing, squirming body was driven along before the car could be stopped.

To the amazement of those who crowded around him as he was lifted off he was alive. Both legs, the right arm and the right thigh were crushed. The boy was taken to St. Vincent's Hospital, where he died at 10:15. Following the customary routine, the police arrested Arthur Lohmann, the car driver, who was taken up in the West Thirtieth-st. station.

# VALKYRIE SAFE IN PORT.

## DELAYED BY HEAVY WEATHER.

LORD DUNRAVEN'S CUTTER PASSED THE HIGHLANDS YESTERDAY MORNING.

SHE BEARS THE MARKS OF MANY STORMS, BUT IS NOT SERIOUSLY INJURED—NO POSTPONEMENT OF THE RACE—REPAIRS WILL TAKE ONLY A SHORT TIME.

All fears as to the safety of the Valkyrie were set at rest yesterday by her arrival in port. In the early dawn of yesterday the lookout on Sandy Hook saw her coming in by the Scotland Light-ship. She was in tow of the little tugboat Charm, which had been out looking for a tow, and the early tug caught the cutter. The Valkyrie flew the white ensign of England, the naval flag which only yachts of the Royal Yacht Squadron



THE VALKYRIE IN RACING TRIM.

and men-of-war are permitted to fly, and at her topmast head was the triangular red and white burgee of the squadron. It was not until she reached Quarantine that the steamers and tugs which were beginning to move about the bay realized that the long expected visitor had arrived. Then a flotilla began to surround her, and she moved up to Bay Ridge, after the Health Officer had passed her, with an attendant train of vessels. Thus the anxiety which had been growing during the last few days was over, and the champion sent out by England over three thousand miles of stormy water to contest with the mighty Vigilant for the great cup came safely and quietly into port. Since she left the harbor of Cowes the yacht had passed through many trying experiences, and calms and winds and heavy seas had conspired to delay her progress across the "western ocean." But through all her trials she came at last to port, and hardly had she anchored when the work of preparing her for her great contest began.

### DETAILS OF THE VOYAGE.

#### THE VALKYRIE'S DAILY LOG—MANY VISITORS GO DOWN TO BAY RIDGE TO SEE HER.

The log of the Valkyrie reads as follows: August 23—Left Cowes 5:30 a. m.; light westerly winds. Noon, calm, heavy swell; barometer, 30.08; 26 miles.

August 24—Noon, Falmouth abeam; 4 p. m., signalled The Lizard.

August 25—Noon, abeam Seven Stones Lightship, distance four miles; calm; barometer, 30.40. P. m., light air, swell, west by northwest.

August 26—Open; wind, light easterly; haze; slow progress, at noon all canvas set; afternoon calm, no headway; barometer 30.40; longitude 03.06, latitude 50.07; 27 miles.

August 27—Open, light westerly wind. Noon, set squaresail; barometer, 30.30; latitude, 49.57; longitude, 00.35; breeze, east by southeast; sea, irregular.

August 28—Open, fresh winds east, clear, prevailing sharp; barometer, 30.36. Noon, latitude, 49.18; longitude, 12.48. P. m., squally, showers, southeast winds.

From noon of August 27 to noon of August 28, 25 miles were made by the log, 218 by observation.

August 29—Open; fresh easterly winds; barometer, 30.28. Noon, latitude, 48.40; longitude, 18.06. P. m., fresh winds, southeast; nasty sea; single reef and trysail. Noon to August 30, 22 miles by observation.

August 30—Open, fresh winds, southeast. Noon, high southerly breeze and swell. P. m., less wind; latitude, 42.48; longitude, 23.24; 24 miles.

August 31—20 miles. Open, southeast winds, ship rolling heavily. Noon, wind freshening. Latitude 47.54, longitude 28.31. P. m